

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (Previously Presented) Traction chain for an automobile vehicle, comprising:
 - a wheel support which carries a rotating hub designed to receive a drive wheel and having a rotation axis for the drive wheel,
 - a rotating toothed wheel having a rotation axis the same as that of the drive wheel, the toothed wheel meshing directly with the hub, and
 - an arrangement comprising at least two gear-wheels which are permanently meshed with the toothed wheel, an input shaft designed to be coupled with a shaft of an electric motor, and a gear ratio change shifter mechanism shiftable between:

a first driving position in which the shifter mechanism directly connects the input shaft with one of the gear-wheels for rotation therewith about a common axis of the input shaft,

a second driving position in which the shifter mechanism indirectly connects the input shaft with another gear-wheel through a mechanical transmission path establishing a gear reduction ratio different from a gear ratio established in the first driving position, and

a neutral non-driving position.

2. (Previously Presented) Traction chain according to Claim 1, in which the gear ratio change shifter mechanism comprises a dog clutch slidable along a common axis of rotation of the input shaft and the one gear wheel.

3. (Previously Presented) Traction chain according to Claim 2, in which in the other second driving state position the dog clutch rotates the other gear-wheel via an intermediate gear-wheel which causes the rotation speed to be inverted.

4. (Previously Presented) Traction chain according to Claim 2, in which in the first driving position, the dog clutch moves the one gear-wheel at a 1:1 ratio directly without any intermediate gear-wheel.

5. (Previously Presented) Traction chain according to Claim 1, which has no friction clutch.

6. (Previously Presented) Traction chain according to Claim 1, in which the gear ratio shifter mechanism is shiftable between only two gear ratios.

7. (Previously Presented) Traction chain according to Claim 1, which comprises an electric synchronous motor, having at least one integrated rotor position sensor used to control the motor.

8. (Currently Amended) Traction chain according to Claim 7, in which the only sensors used to determine the wheel rotation speed are the position sensor integrated in the motor and a position sensor aggregate associated with the gear ratio change mechanism.

9. (Canceled)

10. (Canceled)

11. (Canceled)

12. (Canceled)

13. (Canceled)

14. (Canceled)

15. (Canceled)

16. (Canceled)

17. (Currently Amended) Traction chain for an automobile vehicle,
comprising:

- a wheel support which carries a rotating hub designed to receive a drive wheel and having a rotation axis for the drive wheel,
- a rotating toothed wheel having a rotation axis the same as that of the drive wheel, the toothed wheel meshing directly with the hub,
- a synchronous, self-adjusting electric motor comprising at least one integrated rotor position sensor used to control the motor, and
- an arrangement comprising at least two gear-wheels permanently meshed with said toothed wheel, an input shaft coupled with a shaft of the electric motor, and a gear ratio change mechanism with a neutral position between gear ratios, the mechanism selectively producing engagement between the input shaft and one or the other of the gear-wheels, the said mechanism comprising, between the input shaft and the other gear-wheel, at least one other mechanical transmission path with a reduction ratio different from a gear ratio of the engagement between the input shaft and the one gear wheel,
- wherein the only sensors used to determine the wheel rotation speed are the at least one position sensor integrated in the motor and a sensor ~~aggregate~~ associated with the gear ratio change mechanism.

18. (Canceled)